

CAPACITY

Adjusted Operational Availability



Federal Aviation
Administration

FY 2008 Performance Target

"Sustain adjusted operational availability at 99.70% for the reportable facilities that support the 35 Operational Evolution Partnership (OEP) airports."

Flight Plan Objective and Performance Target

Objective 1: Increase capacity to meet projected demand and reduce congestion.

Performance Target: Sustain adjusted operational availability at 99.70 percent for the reportable facilities that support the 35 OEP airports through FY 2012.

| | FY 2004 | FY 2005 ¹ | FY 2006 | FY 2007 | FY 2008 |
|---------------|---------|----------------------|---------------------|---------------------|---------|
| Target | 99.00% | 99.00% | 99.50% | 99.70% | 99.70% |
| Actual | 99.72% | 99.76% | 99.79% ² | 99.83% ³ | |

¹ This measure was redefined in FY 2005 to exclude outages due to scheduled improvements. The result for FY 2004 has been recalculated.

² Final result revised from preliminary estimate of 99.78% in FY 2007.

³ Final result revised from preliminary estimate of 99.82% in FY 2008.

Definition of Measure

Unit of Measure: Ratio of total available hours minus outage time to total available hours.

Computation: Adjusted Operational Availability is calculated by dividing the maximum facility/service hours minus all outage time except for improvements (cause code 62 outages) by the total maximum facility/service hours, and multiplying by 100 to express the ratio as a percentage.

Formula:
$$\frac{\text{Total Available Hours} - (\text{Total Outage Time} - \text{Code 62 Outage Time})}{\text{Total Available Hours}}$$

Scope of Measure: The National Airspace Performance Reporting System (NAPRS) facilities necessary to maintain the provision of service in the NAS overall have been determined and are monitored. For this measure, those NAPRS reportable facilities necessary for the provision of service at the 35 OEP airports have been separately measured. Time out of service is adjusted to exclude hours when equipment is unavailable due to scheduled improvement (cause code 62) down time.

Why the FAA Chooses this Measure

The availability of the equipment necessary to provide service directly affects the performance of the NAS. Loss of radar or communications equipment will affect the speed and number of aircraft that can be handled where that loss occurs. The ability of the NAS to continually provide guidance is crucial, and affects both safety and capacity. The adoption of this metric has the additional advantage of linking three capacity measures. NAS On-Time Arrivals are affected by the airport and en-route capacity, which are directly impacted by the availability of the equipment and facilities supporting that capacity.

Source of the Data

The National Airspace System Performance Analysis System (NASPAS). NASPAS was developed to analyze outages of the Air Traffic Control Facilities in the NAS maintained by the FAA. NASPAS receives monthly updates of outage data from the National Outage Database (NODB). The Maintenance Management System (MMS) contains individual equipment outage data as recorded by the system specialist.

Statistical Issues

N/A

Completeness

The FAA's Quality Assurance and Performance Team, under ATO-W, conducts a monthly review of all Log Interrupt Reports (LIRs) that are entered into the MMS to ensure the data, which resides in the NODB, are as complete and accurate as possible.

Reliability

The National Airspace System Performance Analysis System is the official source of equipment and service performance data for the Federal Aviation Administration.